



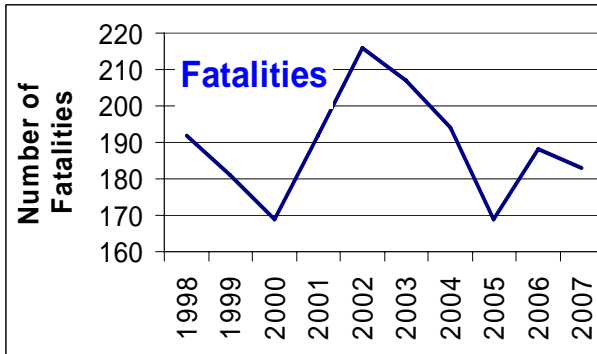
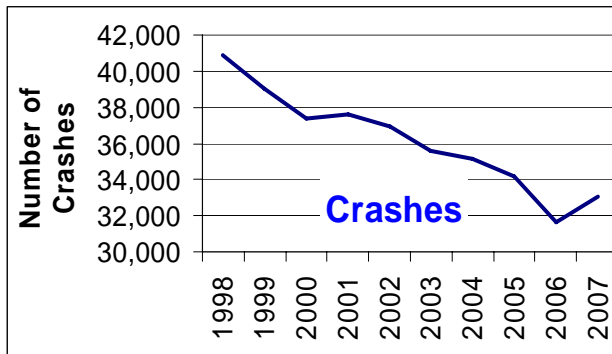
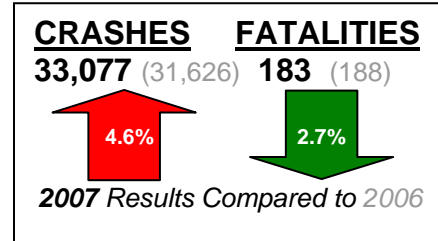
The Status of Transportation Safety in Maine

2007 Crash Results in Key Areas

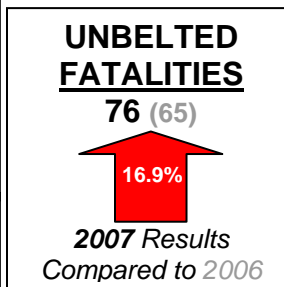
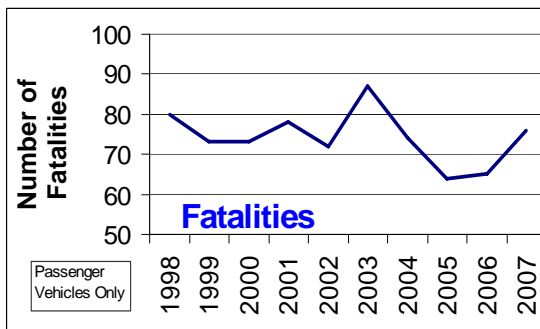
The Maine Transportation Safety Coalition reports annually on the state's crash activity in four priority crash topics: **Seat Belts/ Passenger Restraints; Lane Departure Crashes; Younger and Older Drivers; and Illegal/Unsafe Speed** (the core component of Aggressive Driving) plus the other noteworthy areas of **Alcohol/Drugs** and **Motorcycles**-2006 results are shown in gray.

Overall 2007 Maine Crash Results

- There were 33,077 crashes in 2007.
- Crash Rate increased in 2007 is above the national average. Maine's crash rate is 221 Crashes/ Hundred Million Vehicle Miles (HMVM). Latest national rate is 198 (2006)¹.
- There were 183 fatalities on Maine roads, a decrease over last year, and slightly less than Maine's average for the last ten years.
- Maine's Fatality Rate of 1.22 Fatalities/HMVM is a decrease over 2006's rate of 1.25.
- Maine's Fatality Rate continues below the national rate of 1.41 (2006 NHTSA reported data).



SAFETY BELT usage improves, but increasing unbelted fatalities continues to be a concern. Safety belts are not worn by



occupants in a high percentage of traffic fatalities. The number of known unbelted fatalities in passenger vehicles is shown in the chart. Maine's seat belt usage rate in 2007 was 79.8% compared to the national average usage rate of 82%. Non-use of seat

belts does impact the fatality results in some of the following sections.

¹ National crash and fatality rates are from USDOT Bureau of Transportation Statistics
 ○ Maine did pass a primary seat belt law effective 4/1/2008

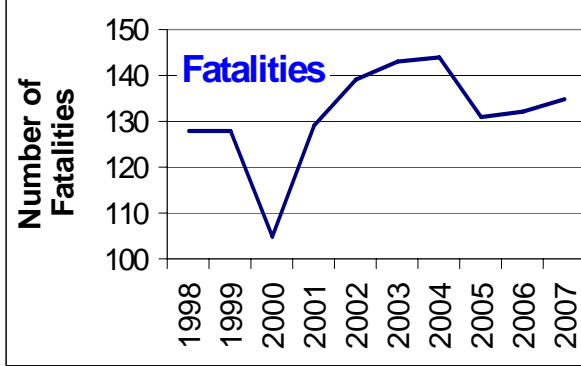
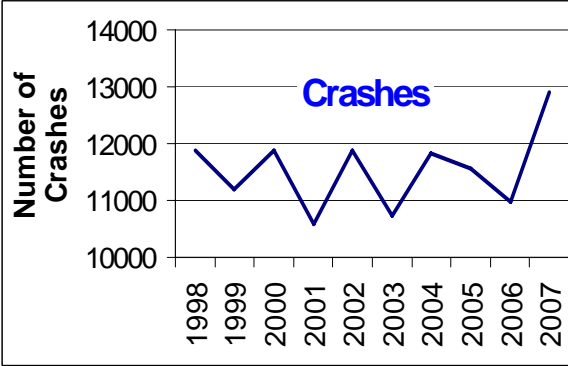
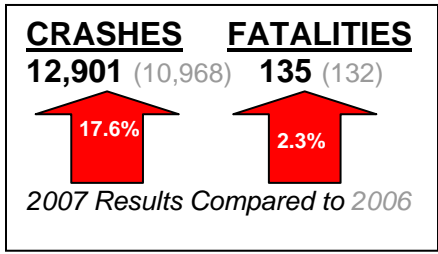
Data Notes: 1. Total **Fatality** counts are from Maine Fatal Accident Report System (FARS).
Crash data is from MaineDOT systems that track crashes on public roads.

2. Crashes can be caused by a combination of factors, so one crash may have relationships to several of the categories listed in this report.

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LANE DEPARTURE crashes continue as Maine's most fatal crash type.

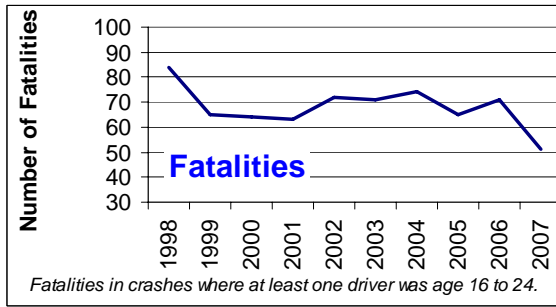
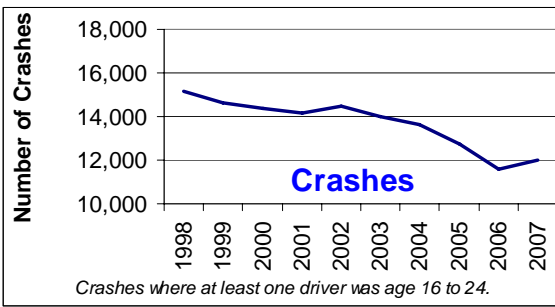
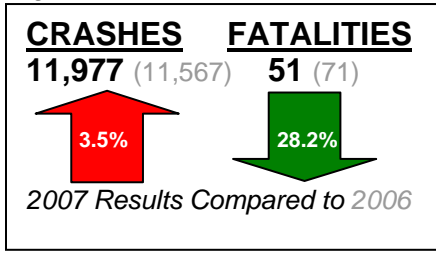
- Lane Departure (LD) crashes are 39% of Maine's crash total.
- 135 fatalities resulted from Lane Departure crashes. This is 74% of Maine's total crash fatalities. (25% of LD fatalities were Head On, 75% were Run Off Road).
- 73 (54%) of these fatalities were speed related.
- Weather plays a role in Maine's Lane Departure crashes – 4,800 crashes occurred on wintry road surfaces, 1,400 on wet roads.



YOUNGER DRIVERS. (defined here as between the ages of 16 and 24) Forty-six young drivers aged 16 to 24 were involved in fatal crashes that resulted in 51 fatalities (28% of total Maine traffic deaths). Forty-two young drivers and occupants died. Thirty-nine of these fatal crashes were Lane Departure. Leading fatal crash factors were unsafe speed (31); failure to keep in the proper lane (13) and inattention (6). A particular concern is safety for teen drivers.

Crash facts about Maine's youngest drivers – aged 16 through 20:

- 25 drivers were involved in fatal crashes that resulted in 27 deaths.
- 27 people in this age group died – drivers -12, passengers – 13, pedestrians – 2.
- 219 alcohol (under age 21) or drug-related crashes (12% of all alcohol related crashes).
- In fatal crashes, there were 7 teen drivers with positive BAC
- Of the 25 involved drivers, 12 wore seat belts.

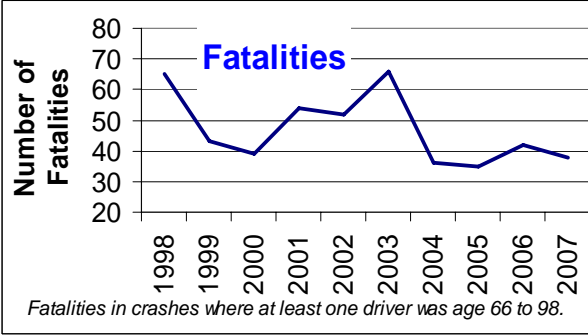
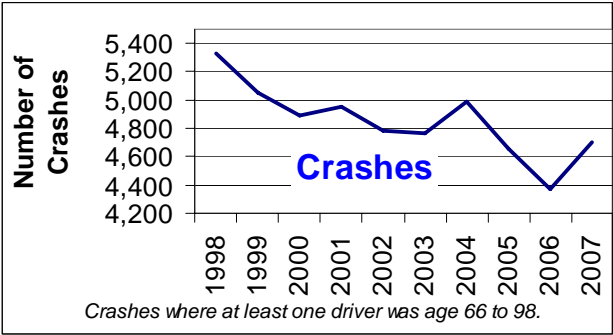
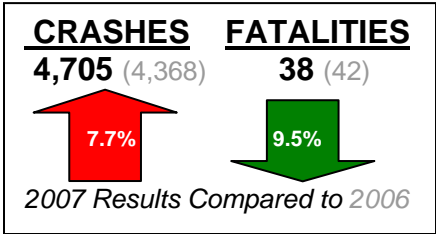


Note: See additional background on these topics in MTSC's **The Status of Transportation Safety in Maine**. Lane Departure is a crash where at least one vehicle leaves its proper lane of travel – Run Off Road and Head On crashes.

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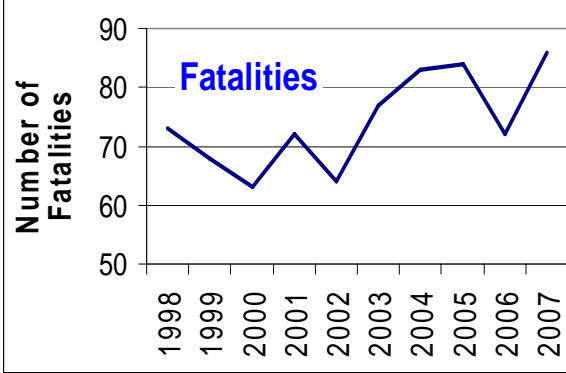
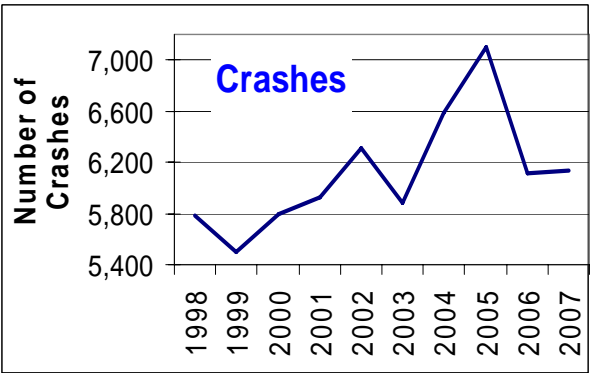
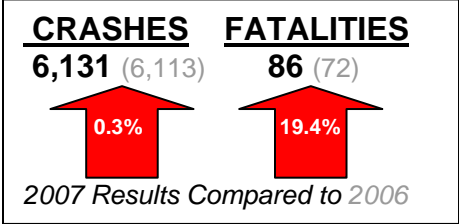
OLDER DRIVERS. (defined as age 65 and older) Thirty-four drivers over 65 years of age were involved in fatal crashes that resulted in 38 deaths. Twenty-five drivers, 3 passengers and 3 pedestrians over the age of 65 died in these crashes. Sixteen fatal crashes were Lane Departure. Leading crash characteristics are different than those for younger drivers. They were:

- Inattention (11)
- Not wearing a seat belt (10)
- Failure to Keep in Proper Lane (9)
- Failure to Yield the Right of Way (8)
- Failure to obey traffic signs, traffic control devices, or safety zone laws (3)



ILLEGAL/UNSAFE SPEED, a core element of Aggressive Driving showed a **increase in crashes and fatalities in 2007**. Speed-related crashes account for 18.5% of the total crashes and 47% of total fatalities.

- Adjusting speed for weather - related road conditions is a problem. Unsafe speed was noted in 3,472 crashes on snowy, slushy or icy road surfaces, and another 596 occurred on wet road surfaces.



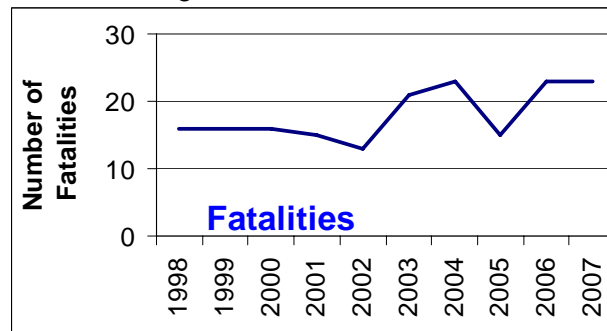
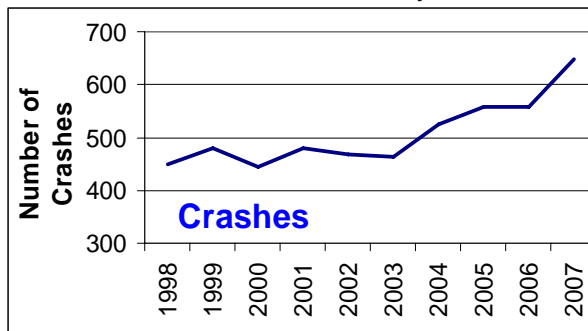
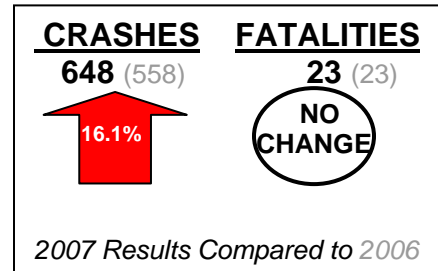
*Note: See additional background on these topics in MTSC's **The Status of Transportation Safety in Maine. Aggressive Driving** is a crash where the driver displays a risky behavior – that can be reflected through various driver contributing factors listed on a Police Crash Report. This report will track one of those behaviors – Illegal or Unsafe speed.*

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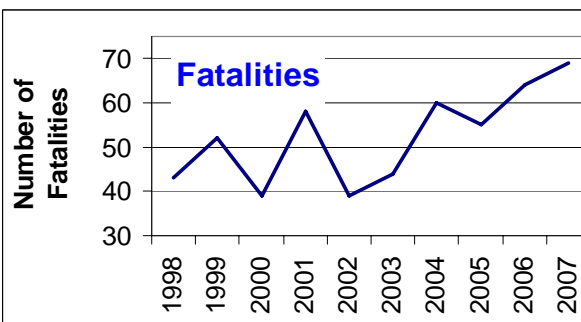
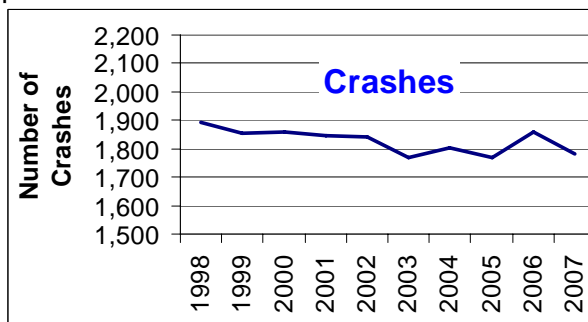
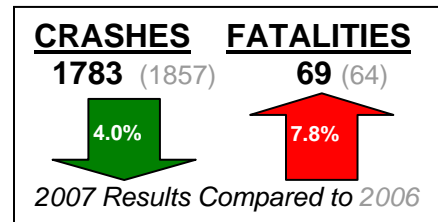
In addition to MTSC's four identified leading crash concern areas, the following two areas continue to be noteworthy for 2007:

MOTORCYCLE crashes resulted in twenty-three fatalities. Motorcycle/scooter crashes will be a trend to watch with fuel costs causing travelers to consider cheaper transportation modes.

- o General crash and fatality trends are increasing.
- o There was a positive BAC for the motorcycle operator in 5 of the fatal crashes
- o Helmets were not worn by 65% of the operators killed.
- o Leading age group of motorcycle operator fatalities is 26-54. There is a continuing upward shift of driver age related to motorcycle operation and crash involvement, similar to trend that's being seen nationwide.
- o Thirteen of 21 fatal motorcycle crash fatalities were single vehicle occurrences.



ALCOHOL-related crash fatalities increased in 2007, as did the percentage of Maine's alcohol-related fatal crashes. This reflects a growing problem. Maine's fatal crashes where BAC was .08 or higher is 33% - above the 2006 fatality level (26%) and above the national rate of 32% (2007). In fatal crashes, 18 young drivers, age 16 to 24, had positive BAC levels, seven 16-20 year olds had positive BAC results.



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and on the web at <http://themtsc.org>